

# Rep. Beverly Woods • 23rd District Questionnaire

Our state’s ferry system, the largest in the United States, is in rough waters. In 1998 voters approved a long-term revenue source for ferry funding – motor vehicle excise taxes – but that revenue source is gone now.

Last year the Legislature voted to provide emergency funding for state ferries through this June, and formed the Joint Task Force on Ferries to help determine how to stabilize the ferry system come July. I served on the task force, but I’m troubled by some of its recommendations and now need your help deciding what is in our community’s best interest.

Please complete this form and mail it to me at P.O. Box 40600, Olympia, WA, 98504-0600. If you’d like more information on the progress of issues that are important to you, please provide an address or e-mail address and I’ll be glad to keep you informed.

1. Some ferry runs were eliminated last year after the state’s motor vehicle excise tax was repealed. The ferry task force recommends against eliminating any of the ferry routes operated today. Does the ferry schedule still meet your needs?

Yes \_\_\_ No, and here’s why: \_\_\_\_\_

2. The ferry task force recommends raising fares for passenger-only ferries to a level that’s double the fares on auto ferries. What is the highest fare are you willing to pay to continue ferry service at today’s level?

Passenger-only \$ \_\_\_\_\_  
Auto/walk-on \$ \_\_\_\_\_

3. The ferry task force recommends that the ferry system recover 80 percent of operating costs from farebox revenues, up from about 62 percent today. It wants to reach that recovery level through six years of fare increases. For example, the Bremerton-Seattle passenger-only ferry fare would increase 143 percent, from \$3.70 to \$9, while auto/passenger fares would increase 22 percent. Fares for both would then increase close to 22 percent each year thereafter through 2007. Can your family budget afford that rate?

Yes \_\_\_ No, and here’s why: \_\_\_\_\_

4. As mentioned above, the ferry task force recommends that the ferry system recover 80 percent of operating costs from farebox revenues. Operating costs include maintenance. The ferry system defines maintenance as including day-to-day tasks: labor, fuel, oil, normal wear and tear, and minor repairs on the vessels. It also includes major projects and programs like engine upgrades, structural improvements, and costs for operating the Eagle Harbor ferry maintenance facility. Which maintenance costs do you believe should be recovered at the farebox? (circle one):

- a) Day-to-day maintenance
- b) All work on ferries and the facilities to perform work
- c) What costs do you think should be the customer’s responsibility? \_\_\_\_\_

- Do you travel on ferries three or more times weekly? Y \_\_\_ N \_\_\_
- How much do you spend monthly on ferry travel? (estimate):
- Which ferry route do you usually use? (circle one):  
Kingston      Bainbridge      Bremerton      Southworth
- Do you generally travel with a vehicle or as a passenger? (circle one):      Vehicle      Passenger
- Where do you reside? (town or zip code) \_\_\_\_\_

Please send more information on 23rd District issues:  
My address: \_\_\_\_\_  
My E-mail: \_\_\_\_\_

5. If the state continues to pay for capital expenses and other major maintenance and other operational costs that are not recovered at the farebox, where should it get the money? (circle one):

- a) Increase the gas tax
- b) Use a portion of the tax the state collects on automobile-related sales
- c) Other ideas \_\_\_\_\_

6. Should ferry service be reduced to lower expenses and keep fares from being increased to an 80-percent recovery rate? (Because labor agreements are based on eight-hour shifts, service would need to be reduced in eight-hour increments) (circle one):

Yes      No

7. The ferry task force recommends the state should continue providing both auto ferry and passenger-only ferry service. Should the state continue to operate passenger-only service?

Yes      No

8. Private ferry operators have indicated that they would need to charge substantially higher rates for passenger-only service, and would not offer service on all routes. With this in mind, should the state allow private ferry operators to offer service where they feel they can make a profit, or should the state continue to operate the Bremerton passenger-only run and expand passenger-only service into new markets like Kingston and Southworth? (check one):

- \_\_\_ Let private operators offer the service where they wish
- \_\_\_ The state should continue and expand passenger-only service

9. Discounted farebooks now represent a 30-percent savings over regular daily passenger-only rates, and a 20-percent savings over regular daily car/driver rates. What should the farebook discount for passenger-only travel equal? (circle one):

Remain at 30 percent      20 percent      15 percent  
What should the farebook discount for car/driver travel equal?  
Remain at 20 percent      15 percent      10 percent

10. While cost efficiencies alone won’t keep it afloat, the ferry system should continue to identify cost efficiencies and savings and squeeze as much as it can out of every dollar.  
Where should it look to economize and operate more efficiently? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



Please  
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**Representative**  
**Beverly Woods**

PO Box 40600  
423 John L. O'Brien Building  
Olympia, WA 98504-0600

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**Beverly Woods**



**23rd District**



**Contact me:**  
423 John L. O'Brien Building  
Olympia, WA 98504  
360-786-7842, or  
1-800-562-6000 (toll-free hotline)  
woods\_be@leg.wa.gov

Please join me at one of these three Town Hall meetings. We'll talk about ferries, the energy crisis, school reform, protection from violent offenders, and other topics — and take questions from citizens. Hope to see you!

**Saturday, March 17**

**Kingston**

Community Center • Appletree Room  
11212 State Highway 104 NE • 9-10:30a.m.

**Poulsbo**

North Kitsap High School • Library  
1780 NE Hostmark St. • 11:30-1p.m.

**Silverdale**

Community Center • Poplar Room  
9729 Silverdale Way NW • 2-3:30 p.m.

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423 John L. O'Brien Building  
Olympia, WA 98504-0600

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